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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY USER (Krasnoyarsk Kray)

DATE DISTR. 3 October 1955

SUBJECT Traffic and Living Conditions in the Dudinka Area

NO. OF PAGES 5 25X1

PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

Attached is [redacted] being forwarded as received.

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Comments:

1. In par. 2, page 1, the population figures for Norilsk should probably read 70 to 100,000; and the totals for the area, 165,000 to 215,000.
2. [redacted] the rail line under construction from the Norilsk-Dudinka area south will run to Krasnoyarsk.

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REPORT

Traffic and Living Conditions in the Dudinka Area

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT—

DATE PREPARED 4 August 1955

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto with legend on ditto

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REMARKS This is UNEVALUATED Information

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1. The town of Dudinka ($69^{\circ}25'N/86^{\circ}08'E$) is located at the junction of the Dudinka and Yenisei rivers. Administratively, the town belongs to the Norilsk district. The single-story houses of Dudinka looked rather primitive and streets were unpaved. The town covered an area about 2.5 kilometers in diameter. Industrial enterprises were not noticed, and the requirements of the local population were met by artisans. Dudinka gained some importance by its location on the Yenisei River where it served as a transloading point for freight traffic to and from Norilsk. The population was estimated at 30 to 50,000 most of them settled there by force. Most of the inhabitants were employed as loading workers but loading operations were possible only from mid-June to mid-September. During the other months of the year, goods arriving from Norilsk were piled up and goods consigned to Norilsk were dispatched there.¹

2. The total population in the Dudinka - Norilsk area was estimated as follows:

Dudinka 30 to 50,000

Norilsk 70 to 10,000

18 convict camps each

occupied by 3,500 internees about 6,000

Total 165,000 to 200,000

3. The landing stages set up for ocean going ships and river ships had railroad connections. A minor railroad repair shop where maintenance work on locomotives and railroad cars could be performed was also available on the river quay. Two ration supply dumps southeast of Dudinka also had a railroad connection. Dudinka railroad station was equipped with some shunting tracks.

5. In August 1948, only a railroad line with a gauge of 850 mm wide, was in existence between Dudinka and Norilsk. In August 1948 and in June 1953, a railroad journey was made from Dudinka to Norilsk and from Norilsk to Dudinka respectively. In Norilsk it was learned from Soviets that a second Soviet-gauge railroad line had been completed between Dudinka and Norilsk in 1951. The return trip from Norilsk to Dudinka was scheduled to be made on this new railroad line in June 1953. Since, however, this

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line was destroyed by floods, the journey had to be made on the narrow-gauge railroad line. It was believed that the new Soviet gauge line extended to the north of the narrow-gauge railroad line. The narrow-gauge line between Dudinka and Norilsk daily handled about 10 trains in both directions. The freight cars used had a load capacity of eight tons. No disturbances occurred on this line during the winter. Snow clearing details equipped with snow plows kept the line open.

5. In May 1945, it was mentioned at Dudinka that plans had been made to build a railroad line to Tomsk or Omsk. Construction work on this new line was to be started at both terminals. The line was to cross the Yenisei River near Dudinka. Some of the steel girders required for the bridge were seen piled up near the landing stage for river ships. Prior to late 1945, additional bridge building material arrived. It appeared that the project was given up in 1946, because no more construction material arrived. In 1948, the bridge sections were still seen stored in the open in the port area. In 1952, Soviet engineers who had the status of convicts stated that the railroad intended to build a railroad tunnel under the Yenisei River. Nothing more was heard of this project in 1953. It appears that the building of a new railroad line had been projected but that this project had not been started for specific reasons.

6. Roads extending from Dudinka into the surrounding country were not known to exist. The railroad line established the only connection to Norilsk.

7. Frost set in about in early September and the Yenisei River soon froze over. Temperature reached its lowest point in January/February, when temperatures of about -50°C were measured. In late April, temperature rose slowly, dropped again for a short period in early May and subsequently rose continuously. The snow began to melt in April. Dew formed from mid-May to early June. During the summer, the soil thawed up to a depth of 0.5 meters. During the summer months, the weather was mostly clear. In the winter months the sky was mostly 50 percent overcast. Easterly winds prevailed, westerly winds were seldom, while northerly winds were an exception. The region is rather windy. Most of the time the wind force was 5 or 6 meters per second. During the winter there were snow storms which blew a force of 10 to 12 meters per second. Snow began to fall in early September. Because of storms, the snow cover was not of an even thickness and high snow drifts formed frequently. On the average, the snow cover was from 0.5 to 1 meter high.

1. Comment. For layout sketch of Dudinka, see Annex.

2. Comment. For landing stages and ration supply dumps, see Annex.

3. Comment. The construction of a Soviet-gauge (1524 mm) railroad line between Dudinka and Norilsk was confirmed This line served the Copper - Nickel Combine in Norilsk. The existence of a narrow-gauge railroad line of 850 mm is unknown. It is believed that the narrow-gauge railroad line had a gauge of 750 or 900 mm.

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Annex

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Traffic and Supply Installations at Dudinka.

Legend:

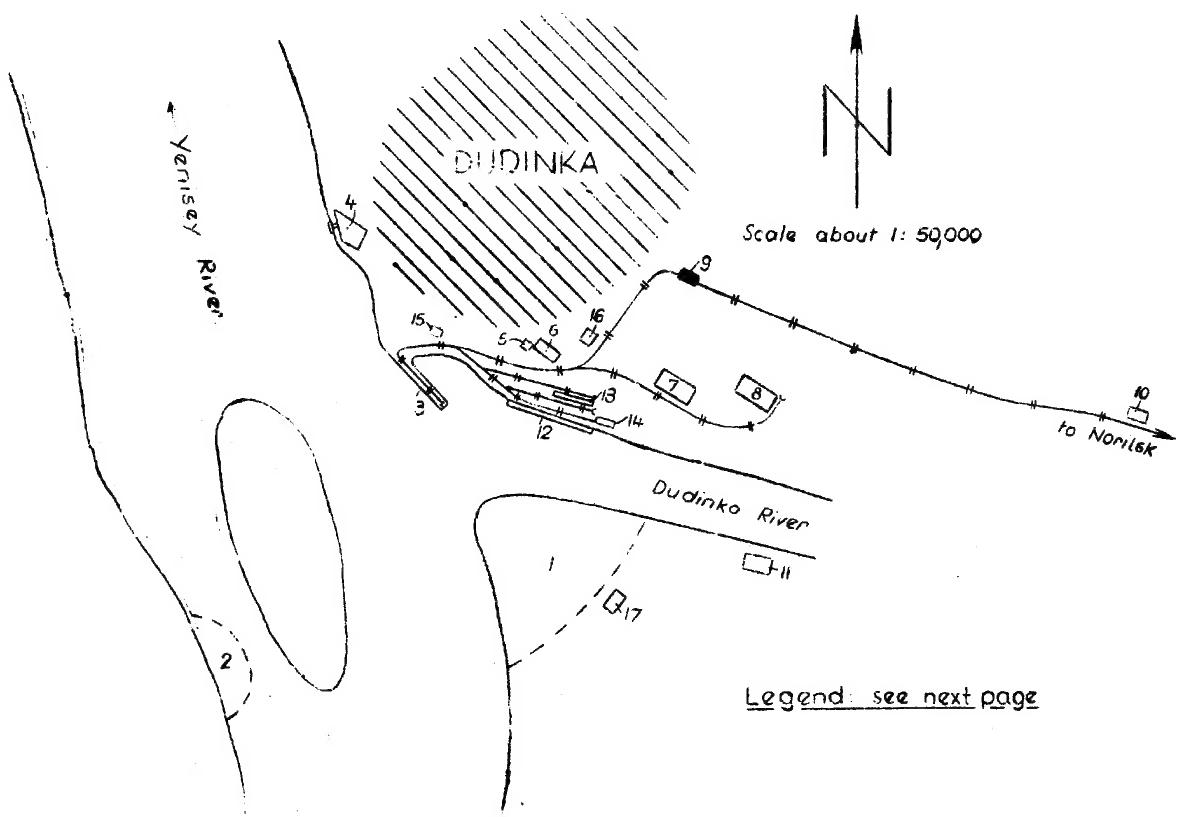
- 1 Airfield
- 2 Seaplane base
- 3 Landing Stage for ocean-going ships, about 750 m long, with two Soviet-gauge tracks and one narrow-gauge track.
- 4 Coal dump
- 5 Deactivated power station
- 6 Convict camp No 4.
- 7 Ration supply dump
- 8 " " "
- 9 Dudinka railroad station.
- 10 Convict camp No 26
- 11 Convict camp at the Suda Shipyard
- 12 Landing stage for river ships, about 1 km long, equipped with three Soviet-gauge tracks
- 13 Storage shed
- 14 Railroad repair shop
- 15 Port administration
- 16 Quarters of MVD unit
- 17 Quarters of flying personnel

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